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# 'St Patrick' sets a new record

THE Colne Group's stern trawler *St. Patrick* set a new port grossing record last week.

After 13 days at sea under Skipper David Bedford, she returned for the Thursday's market with a 508 kit catch, one of the few large catches landed during the week. It sold for £18,717 to take the port grossing record from Small's *Suffolk Monarch* (Sk. Donald Smith) which made £18,676 from a 572 kit land-

dining after 11-day trip in July.

Second place last week went to a Colne side trawler — *St. Rose* (Sk. S. Jones) which on the Wednesday came home after 12 days — with 415 kits which sold for £13,120.

The displaced *Suffolk Monarch* was herself in on Tuesday after 11 days at sea, landing a 425 kit catch, sold for £12,764, to take third place. Fourth was another small vessel — the side trawler *Suffolk Chieftain* (Sk. Eddie Brighty) — which

Skipper of *St. Patrick*, David Bedford, takes the record with a 508 kit catch.

on the Friday put ashore 353 kits which sold for £12,248.

Sister ship *Suffolk Venture* came in for the Monday after 12 days out with 398 kits which earned Skipper Harry Baxter and his crew £10,802. In sixth place was Colne's *St. Vincent* (Sk. John Peek).



She landed 335 kits which sold for £9,804.

Other useful landings in a week of small catches included *St. Mark* with 325 kits, *Suffolk Challenger* 301 and *Quinton Queen* with 318 kits, all three landing on the Tuesday.

## Life-ring saves two men

SKIPPER Ron Maskell and crewmen David Guy clung to a small life-ring for nearly 30 minutes off Newhaven, Sussex, last week.

The 35 ft. trawler *Gill Hilary* went down to a big swell and was swamped in seconds.

Skipper Maskell said: "I was in the water and my oilskins and heavy boots were dragging me down. I could feel them pulling me beneath the waves."

"Then a life-ring from the boat suddenly came up close to me. I had a pen-knife in a pocket and I was able to hack away at my heavy clothing."

"I saw David and managed to swim near to him. We both clung on to the ring and hoped help would come."

In the darkness, they could hear another trawler. "I would have given £1000 that moment for a torch," said Ron.

They were spotted and the second trawler, *New Aquarius*, pulled the two from the water.

# Marr's big pair trial

BAD weather did not stop the two Fleetwood trawlers, *Fylden* and *Jocinto*, from completing their recent experimental pair fishing trip successfully.

*Jocinto*, commanded by Skipper Frank Wilson, landed 808 kits, including more than 300 of cod and 100 of haddock, which sold for £24,072 while *Fylden* (Sk. Victor Buschini) made £12,982 from 340 kits.

Both ships had originally been expected to sail south for the mackerel fishing but when the new catch restrictions were announced their owners, J. Marr and Son Ltd., decided to put them on pair trawling.

The long trek to the White Sea area brought the port's biggest individual grossing of the week. Skipper Bill Bridge took the stern trawler *Boston Stirling* there and returned after 26 days with 832 kits which sold for £28,722. The side trawler *Robert Hewitt*, which made the same long journey, was not so lucky.

The vessel, (Sk. Wally Harrison) landed 752 kits

after a 26-day voyage for a grossing of £23,050.

Top ship in the middle-water section was *Boston Ex-*

plorer (Sk. Bill Anderson) which landed 430 kits which sold for £13,406.

However it was to smaller vessels where the real success fell. The Irish beam trawler *Marrie Jacob* landed only 50 kits, but 30 of them were sole which brought a grossing of £5,142.

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October 14, 1977

## Yard's steel double

TWO 90ft. steel trawlers, commissioned at the B.I.M. boatyard in Killybegs, cost a total of £1.5 million.

They are the most expensive vessels to be fishing in this country.

Skipper, skippers, Noel Wilde and Stephen Attley, took delivery of the sister vessels *Solve Regino* and *Pacelli* (right).

The 90-footers are based on steel hulls built in Holland and the two boats are amongst the most modern in the Irish fleet. The vessels are fitted with sonar, net-sounders, echo sounders, radar and speedlogs. Their fish holds are fully insulated and refrigerated.

Both *Solve Regino* and *Pacelli* can hold a crew of eight.



# 'BFF' led government by the nose'

THE GOVERNMENT has been led astray by the British Fishing Federation, according to senior trade union leader Jack Jones.

He was speaking at a fringe meeting held during the Labour party conference in Brighton last week.

An apparently harmless remark by Bruce Millani, Secretary of State for Scotland, to the effect that on conservation matters they had a good understanding with the fishing industry — and that altogether there was a wide range of common ground between industry and government — apparently caused Jack Jones, general secretary of the Transport and General Workers' Union, to make a vociferous protest.

"To say that there is good consultation in the industry and that the industry has good relations is a nonsense, with respect, and I have said this to John Silkin," he said.

At the front of the small audience, face to face with Mr. Millani, Mr. Jones went on: "The trade union element is not fully consulted nor involved in the way we should have been and the British Fishing Federation has led the Government by the nose".

To that Mark Hughes, MP for Durham and chairman of the European Parliament Fisheries Committee, said a loud "Amen".

Mr. Jones added: "I am talking about conservation. They campaigned against the whole concept of conservation. The sooner we start knocking them about the better."

Mr. Millani replied that he did not accept the remarks Mr. Jones had made.

At the end of the meeting, when Mr. Jones had left, Mr. Millani said that he was not there to defend the BFF. But it was not true that they had been led by the nose by the BFF or by anybody else.

Mr. Millani said that the Government's position had been misrepresented and misunderstood in some quarters, as a retraction from a previous position when they had been asking for a 50-mile exclusive zone.

The industry's position had been that they wanted a 50-mile exclusive zone, but Mr. Hattersley had put proposals in mid-1976 for a 12-mile exclusive zone and variable belt up to 50 miles in width. That same proposal had now been expressed in different ways.

They were still asking for

an exclusive zone of 12 miles where the historic rights of other nations would be phased out, so that they would finish with an exclusive zone, and beyond that they should have dominant preference in the belt up to 50 miles.

He emphasised the importance of getting the CFP established properly so that they could know what they could offer other nations in exchange for resources which we needed to fish in their waters.

John Prescott MP, leader of the Labour delegation to the European Parliament, said that if money was to be provided to the fishing industry, it should not go to the owners.

## OBITUARY

### Scarborough skipper dies

THE death has taken place of John Robert Watkinson, aged 78, who was only 21 when he gained his certificate to become the youngest skipper sailing out of Scarborough, Yorkshire.

Skipper Watkinson, who was born in Fliley, first went to sea in a 75 foot sailing yawl.

He served for a time in the Royal Navy and became a chief petty officer. He returned to fishing, and became a skipper. He served aboard keelboats, and drifters, and on the trawlers which fished out of Scarborough in Icelandic water.

He retired 10 years ago from his last boat... the Scarborough keelboat *Brilliant Star*.

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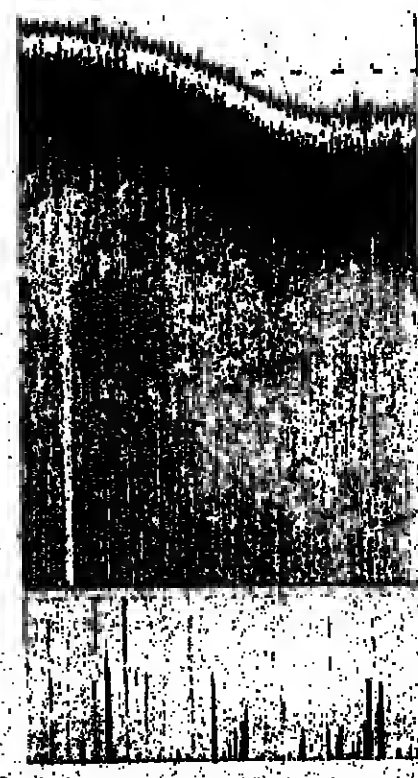
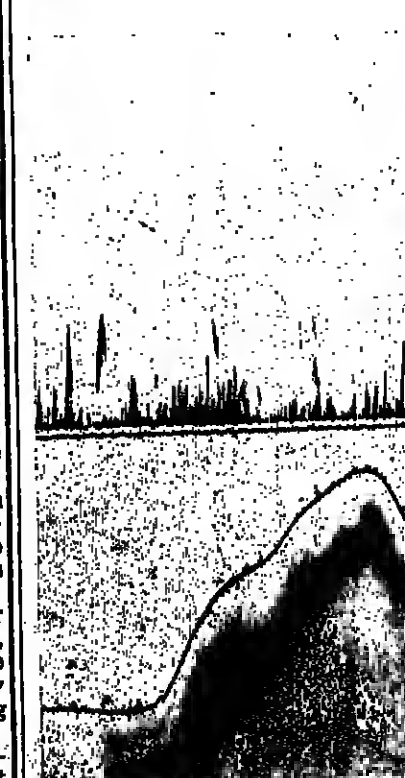
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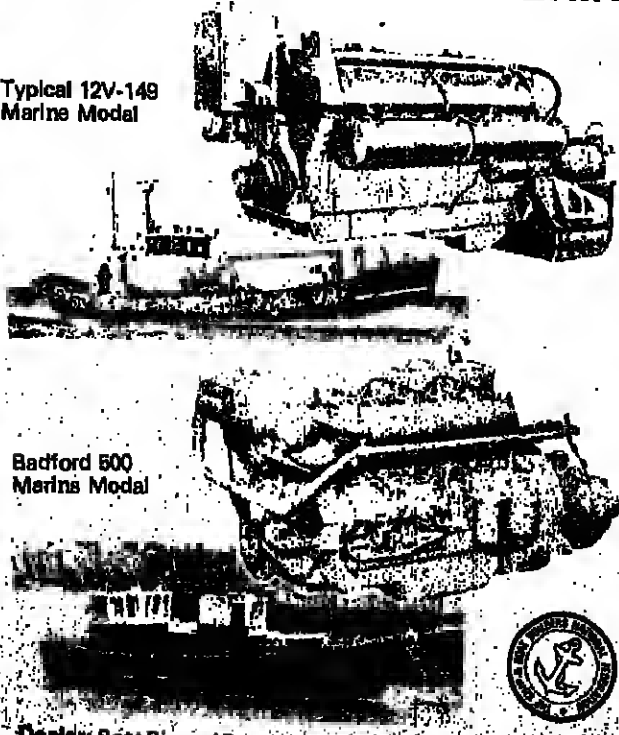


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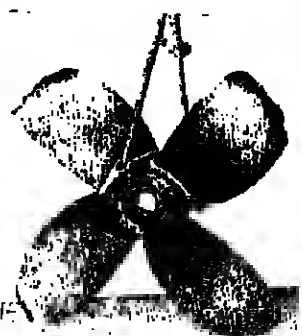
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**THREE BOATS ORDERED****Scots come south for stern trawlers**

A LOWESTOFT yard has won the order to build two steel multi-purpose stern trawlers to operate from Aberdeen through Brucewood (Aberdeen) Ltd.

The operating company is associated with the Spinningdale Group, whose future fishing plans were featured in *Fishing News*, September 2.

Two successful north-east skippers — Peter Simpson of Buckie and Bill Wilson of Portknockie — will part own and operate the stern trawlers. Richards Shipbuilders clinched the order for the two 88 ft. craft which will have similar hull lines to four boats on order at the yard for the Boston Group. The first boat in this new series is due to be launched almost complete on October 27.

The Spinningdale vessels are claimed to be of an advanced design new to the Scottish fleet. They will have a moulded breadth of over 26 ft. depth almost 13 ft. Main power units will be 900 hp

Mirless-Blackstone diesels driving through C.P. props. Gardner diesels will supply auxiliary power.

The deck machinery will be of the Norwinch low pressure hydraulic type with split winches controlled from the wheelhouse. Other deck equipment varies slightly on each ship to suit the skippers' requirements.

The main engine is located forward, with the fishroom and the net stores aft. The accommodation, messroom and bridge are all situated forward above the main deck. A full range of electronic fish-finding and communications equipment will include sonar.

Most of the final detail design work has been coordinated with the skippers, their partners and the builders by the technical director of Brucewood Ltd., George Robb and his staff. Raymond Smith, managing

director of the Spinningdale Group, said that this new design of vessel had been under consideration for almost a year by his board, advised by his father James S. Smith, formerly managing director of John Lewis & Sons. This yard was largely responsible for the 86 ft. Aberdeen pocket trawler.

The total loss of two vessels in April of this year pushed forward the design development and investment plans, despite the future uncertainty of the fishing industry.

"The new vessels represent a colossal financial investment by individuals in their own future," said Mr. Smith, "especially in view of the present lack of agreement on a Common Fisheries Policy and, in particular, the apparent change in emphasis by our own government away from extended exclusive limits to quotas."

Mr. Smith said that he was convinced that, despite the problems, these new vessels represented a major step forward in fishing vessel design to allow versatility in extreme conditions with maximum efficiency.

However, a major effort would be required by the working partners, their own and all related shore personnel to enable these high speed vessels to operate profitably.

Both vessels will be constructed to full Lloyd's Classification and the Department of Trade and Industry's Safety Rules. Skipper Peter Simpson's boat is expected to be ready within six months.

At present Richards is offering a range of steel trawlers from 23 to 38 m. long by 23 m. by 7 m. "Farne Fisherman" has her trial at under the wheelhouse.

**CHILLED TANKS FOR 80-FOOTER**

**SKIPPER Robert Clark of Lothian Rose** has placed an order with **McTay Marine Ltd.** of Bromborough, Liverpool, for an 80 ft. steel dual-purpose vessel.

A most unusual feature for a boat of her size will be three chilled seawater tanks arranged in the aft part of the fishroom.

These will allow her to keep pelagic species such as herring, sprats and mackerel in prime condition for human consumption.

The vessel is being designed by James Miller, whose yard James N. Miller and Sons of St Monans is now part of the McTay group.

She will be of Scottish salmon-trawler layout, with the deckhouse aft. She will have a stout beam of 24 ft. and draft, 11 ft.

Propulsion will be provided by a Caterpillar D 379 engine and a Gardner 4LW auxiliary

gear will also be carried. Gear handling machinery will include seine rope storage reels, combined seine and trawl winch, plus a power block. Electronic equipment will include sonar.

A cable for the skipper will be arranged at the after side of the wheelhouse of the boat which will be of round bilge form with a transom stern.

Skipper Clark, who comes from Musselburgh, Midlothian, Scotland, operates *Lothian Rose* from North Shields for much of the time. He is cousin to Skipper Robert Clark who took delivery of the steel vessel *Fisher Rose* from the McTay Miller partnership in 1976.

**BOAT FIRM BUYS ROOM TO EXPAND**

CYGNUS MARINE, the GRP fishing boat builders, are to move from Falmouth to a 20,000 sq. ft. factory at nearby Poorn.

Chris 'Fub' Brook, joint managing director, said that although there would be no immediate increase in the workforce, it was hoped to create between 20 and 30 jobs within two years. It was hoped to start production at the new factory by the end of November.

The firm now employs 50 people. The Penryn factory was purpose-built for John Sears Ltd. in 1973 and employed 44 people before the company collapsed two years later in the depression that killed

many similar boatbuilding firms. Cygnus Marine's 12,000 sq. ft. Falmouth factory is now up for sale.

**Three going south-west**  
FLEETWOOD'S stake in the south-west mackerel fishery is to be considerably less than at first thought.

This port will now be represented by only three vessels. The large Boston stern trawler *Beverley*, plus the Wyre Trawlers pair *Benjolo* and *Loren*.

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**Skipper 'caught in giant wrangle'**

AN UNDER-SIZE net case (tried at Pembroke, near Milford Haven, last week) was considered so important that the French Government sent a lawyer to bear the proceedings.

The lawyer, Ghelber Xavier, saw Skipper Emile Marechal of the trawler *Cop Cavel* and ordered to pay costs after he had pleaded not guilty.

At the local magistrates court it was stated that on October 2 the French trawler *Cop Cavel*, commanded by Skipper Marechal, was boarded by David Dunkley, a fishery officer on board the fishery protection vessel *HMS Porpoise*. They were 35 miles south-west of the Smalls Rock, off the Pembrokeshire coast.

Mr. Dunkley, accompanied by two of *Porpoise's* crew, asked the skipper to hand in his starboard trawl. He discovered it contained 190 kilos of mixed white fish and 25 kilos of prawns. He measured 20 consecutive meshes of the net and found they had an average size of 48 millimetres. The average size of the port trawl's meshes was 52 millimetres.

Mr. Dunkley, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that under a British law which came into force on April 1 this year, no native or foreign vessels were allowed to operate within the British territorial waters of 200 miles using nets of a mesh less than 75 millimetres.

Skipper Marechal was fined £150 for using under-sized nets and ordered to pay £50 costs. A prosecution request for the trawler's gear to be confiscated was refused by the magistrates.

Skipper Marechal said his vessel arrived on the Smalls ground on September 23 and his intention was to catch prawns. He did not know of the British law.

Jack Newman, for the defence, said that Skipper Marechal had been caught up in an unseemly international wrangle between Britain and France over the new regulations.

He added: "The United Kingdom is out of step with France and other EEC countries. Under French law my client was doing nothing illegal. This matter may have been hammered out in the European Court of Justice, but the French Government is very strongly about this difference in regulations."

"Imagine the situation of the defendant who only has a few of four to be caught up. Turn to page 18

**RECORD £5.5M MANX SEASON**

THE MANX herring season has been worth an estimated £5.5 million so far this year — a record. Prices have been pushed up because of an overall catch quota and the close season, now approaching the end of its second week. Merchants paid over £80 a unit.

Since the start of the year 10,800 metric tonnes of herring has been taken out of the north Irish Sea grounds.

The conservation quota this year is 11,900 tonnes (13,200 for the entire north Irish Sea), leaving about 1,100 tonnes worth of fish to be taken from when the season re-opens in mid-November until the end of the year.

Of the herring caught in the Manx fishery, 73 per cent was landed at island ports, mostly Peel and Douglas. The first hand value is expected to be at least £4m. on the island. Prices per unit of about 500 fish have fluctuated between £40 and all-time records of well over £60 — three times last year's figures. An average price per unit has been calculated at around £50.

Despite the controversial early part of the season when the licensing system was introduced (permitting only 100 Manx and UK vessels on the grounds) those directly concerned in the industry agree that the conservation quotas and licensing arrangements work. The controls are expected to be studied by authorities in charge of other fisheries in the British Isles.

The secretary of the Isle of Man Government's Board of Agriculture and Fisheries, Lawrence Corlett, said the licensing is an experiment which has worked.

It had, he said, given far greater control and had brought about eventual good management of the fishery, considerably better than in recent years.

Isle of Man Fishermen's Association secretary, Mike Richards, has paid tribute to the Fisheries Board for its hard work.

**Expensive kipper**

EVEN AFTER a summer which has seen all-time record prices paid for herring, paying £285 for a Manx kipper takes some believing.

However, that is the price to be asked in Douglas, Isle of Man, for one single kipper — not even the usual pair. It's a hallmarked gold-on-silver life-size creation mounted in a frame.

The kipper has been specially commissioned from craftsman, Calvin Howard, to form the centrepiece of a jubilee jewellery, and silver set to be held in the island's Palace Casino.

**WHISTLE STOP EXPORT MISSION**

FISH MERCHANTS who went on the White Fish Authority's recent exporters' mission to Spain outside one of the over-night stops — the historic Hostal de los Reyes Catolicos at Santiago de Compostela.

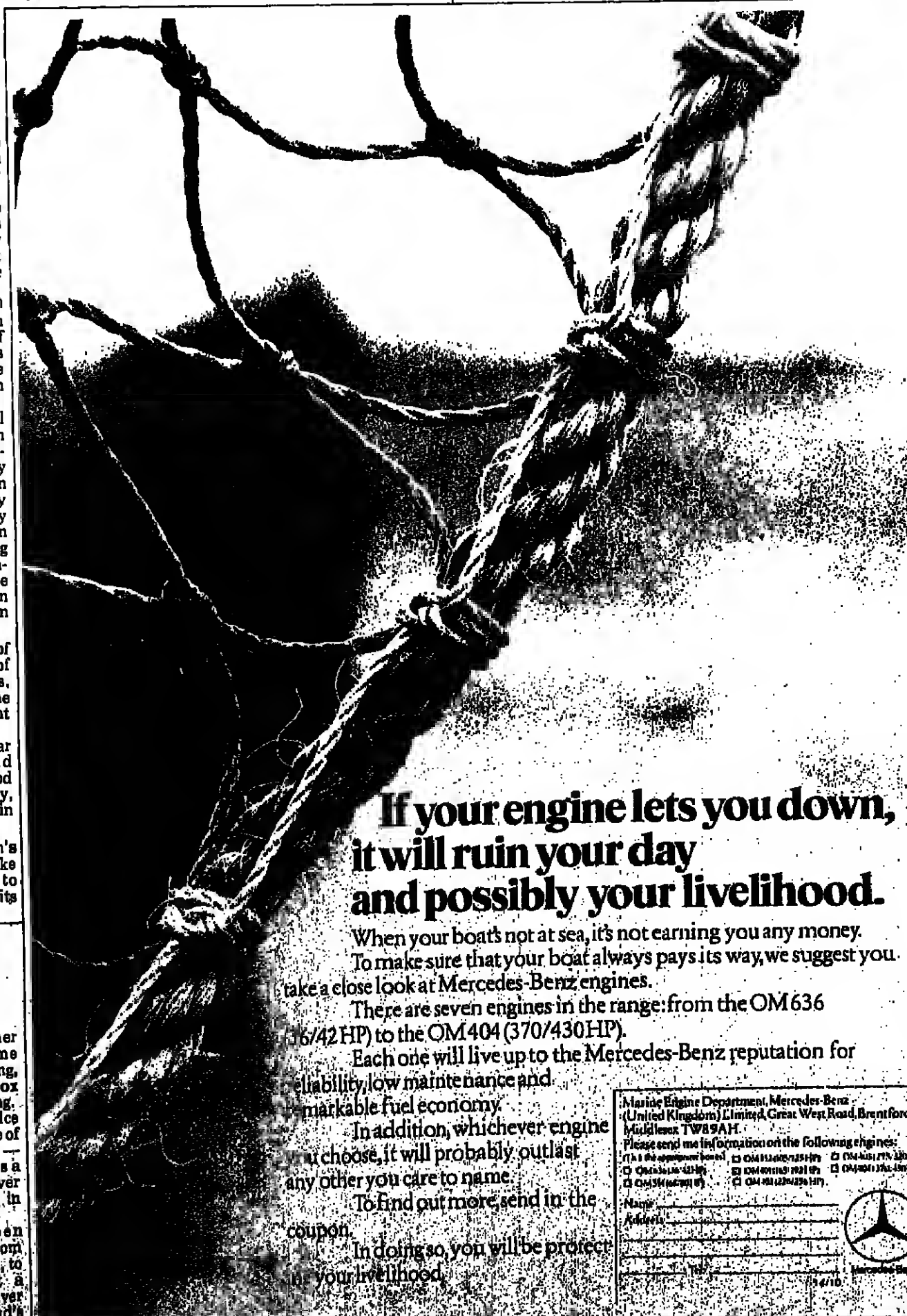
The six-day whistle-stop tour, which took in Madrid, Vigo, Santiago, Bilbao and Barcelona, was an outstanding success. Meetings were set up with Spanish fish importers and a steady flow of business was expected to follow.

Mission leader was WFA trade officer, D. A. Woodcock (centre, arms folded), and participants came from Devon to Shetland.

**Fishery meeting**

REPRESENTATIVES of the British fishing industry, retailers and consumer groups discussed the potentially rich prospects of fishing around British territories in the South Atlantic.

James Johnson, MP chairman of the All Party Fisheries Committee and president of SAFC said: "Two things are necessary: a Government sponsored commercial survey and a 200-mile economic zone."



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## How to stop a foul-up

"A FELLOW LEFT his moorings here last week and within five minutes had a polythene water-ski tow rope so tightly wound round his boat's propeller and shaft that it had to be beach and he lost a day's fishing."

"Another shortly after leaving the dock, got a plastic sheet round his prop. He had to be towed back and hoisted out by crane to have it freed."

"A third got a plastic mackintosh so entwined round his shaft that parts of it melted with the friction and then solidified in the stern tube."

"The shaft became immovable and his boat had to be slipped so that the hard plastic could be chiselled away."

"What steps can we take to ensure this doesn't happen to us?"

"You could fit a propeller cage similar to those fitted in Norwegian purse-seine akiffa. Paul J. Gray and Associates, whose head office is at 14, Arden Drive, Torquay and whose works are at 3 Station Road, Ashburton, Devon, have made a number of cages to fit round propellers of small craft."

They will supply details and quote for making similar units for any boat owner sending them propeller dimensions and a sketch of his boat's stern profile. In some boats, a propeller well can be fitted which

## John Burgess' Log



would primarily enable you to free the prop without having to beach or slip your boat. However, it does not automatically prevent ropes, nets, polythene sheets, etc. from fouling your propeller."

A well can be built into a boat under construction. Alternatively you could have the boat fitted with extended bilge keels which form large akeas on either side of the propeller and protect it in a similar manner to tunnels in RNLI lifeboats."

To fit a nozzle round the propeller solely for protection would be expensive, but should you want to fit one to gain other advantages, it might be worthwhile."

## Fixed nets for 'flats'

"WE HAVE MADE some good flatfish catches recently — mostly fluke and plaice too — with a trammel net."

"However, tides run very

strongly here and we are not free the trammel down for more than an hour or two at slack water."

"We have therefore considered using a fixed net of some kind."

"Please send information on such nets and how we should work them."

"There are three types of fixed net traditionally used in Morecambe Bay and the Ribbles Estuary, which could serve you well if you go to the trouble of staking them out."

They are the baulk net, Morecambe bag net and Strenn net."

A baulk net consists of 60 yards of 3in. mesh netting set in by the third to fifth 20 yd. and is 14 meshes deep."

A 'set' of haulk nets consists of 15 nets staked out in the shape of a crescent. Headlines of nets are attached to stakes, throughout the whole length of the set, about 18 in. above ground."

Footropes are only attached to the outer ten stakes at each end and to every sixth or seventh stake in between."

At the side of stakes where no footrope is attached are placed baulk or riding stakes. These are within about 4 ft. long, 2 in. diameter at one end and 1 in. diameter at the other. Thick oads are attached to footropes and thin ends to headlines, fastenings being 20 in. apart."

When a flood tide starts to flow through a set strongly, it lifts lower ends of baulks, and footropes — where not attached to stakes — are lifted clear of the ground so that fish can pass under them. When the tide turns, butt ends of baulks are forced on to the ground so that the set becomes a barrier."

Usual practice is to set haulk nets where water may be shallow enough for headlines to remain near the surface. Otherwise fish may leap over them on the ebb."

The Morecambe bag net consists of about 100 yards of netting stretched along baulks in one direction, 80 ft. of netting staked out at a right angle to one end of it, and, in the corner so made, a cunningly shaped trap of staked netting leading into a bag which holds fish."

A stream net is a type of small stake net. Netting used is the same as that in a baulk net but its setting and method of action is different. Sets are short — only 40-60 yd. — and straight, usually being positioned at the edges of runs in the eend and at right angles to their course. The headline is attached to stakes in the same way as that of a baulk

net but the footrope is set from the ground by means of a line so that the baulk or net hangs in a bag below footrope."

As the tide flows, the netting lifts until it is parallel at right angles to the eend and parallel to the surface. That fish can pass under it."

At slack water the net falls and forms a long U-shape about a foot above the bottom. As the tide ebb, the U-shape of water converts the net into a series of smaller U-shapes between the stakes, which fish swim and are held by the pressure of the current in the footropes is above the netting."

Usual practice is either to remove the catch from the nets as soon as the footrope is exposed or to set them so that it is ebb at low water."

E. Nicholson, 184 Lancaster Road, Morecambe, Lancashire, would know a lot about latest developments concerning these traditional Morecambe Bay nets. He incorporates them into nets you want him to make."

## Who'll buy shark oil?

"THE LAST TIME I caught a basking shark's my salmon nets I removed the liver and headed for copper boiler."

"I recovered about 10 gallons of oil."

"Do you know anyone who might buy it?"

"British White-Fish Meal Ltd., formerly the Hull Fish Meal and Oil Co. Ltd., might be interested or put you in touch with a potential purchaser."

The company's address: P.O. Box 33, St. Andrew's Dock, Hull, North Humberside."

## Difference in twists

"HOW DO YOU tell the difference between 'S' and 'Z' twist twines and which is stronger than the other?"

"You can tell the difference between twines if you hold a length of twine vertically. If the strands run from top left to bottom right, like the letter 'S', the twine is 'S' twist. If from top right to bottom left, 'Z' twist."

Most twines for use in the fishing industry are 'Z' twisted but they are no stronger than 'S' twisted twines of the same denier, ply and diameter."

## 'Slippers' too costly

"COULD YOU tell me whether slipper slippers are used for longline bait and whether there is a market for them anywhere?"

"There are large quantities of them here which I could gather and bag without difficulty."

Although slipper slippers are sometimes used as bait by hand liners and sea anglers, doubt whether they are used by professional anglers. If you were to gather some, are they from the same source? Do a hundred or so and put them in a bag and you will find them and about 1000 of them are available for sale at a prohibitive price."

## ANY QUESTIONS?

"IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply."

October 14, 1977

## 'Rosevear' close to record

MILFORD Haven's growing record came near to being broken last week when Rosevear, commanded by Skipper Jim Maason, returned from the Irish Sea grounds with a top-quality catch. It included something to suit all buyers."

Rosevear landed 154 kits, including 10 of cod, 20 of whiting, 50 of roker, 10 of hake, 10 of squid, five of sole, which add for £8,089. It was also a good week for the vessel's sister-ship Bryker (Skipper A. James) which made £6,312 from 164 kits."

On the same day Brenda Wilson (Skipper Rees Evans) made £8,322 from 167 kits and the pocket trawler Westerdale (Skipper Bruno Jinks) earned £1,114 from 21 kits after eight days at sea."

Between them the vessels landed a total of 25 of cod, 35 of whiting, 120 of roker, 10 of turbot and brill, 30 of plaice and 16 of soles. Demand was high for all varieties."



Rosevear, commanded by Skipper Jim Maason, landed 154 kits.

## EFFORTS TO SOLVE ICELANDIC DILEMMA

# Meeting may end fish ban

THE Mayor of Grimsby, Councillor Peter Willing, has called all sides of the local fishing industry to a special meeting in an effort to end the lumpers' ban on Icelandic wet fish trawlers landing at the Humber port of Grimsby."

Mayor Willing is anxious to secure alternative supplies of wet fish through the winter months, when a fish famine is predicted, as distant water quotas and restrictions begin to bite and the port's large fleet of anchor sciners tie up for the winter."

Such a disaster could cause widespread unemployment in processing factories and with fish merchants generally. It is expected the meeting will be convened at the end of the month or early in November."

However, the ban can only be lifted after a national agreement by fish porters at the country's main ports."

Meanwhile some supplies of Icelandic wet fish seem certain to end up on Humberside. An agent in Eire is understood to have set up a deal to land Icelandic trawlers in the Irish Republic."

At least some of the wetfish landed is expected to be re-exported, most probably to Humberside's factories."

JOE ADAMS has joined the staff of Imac Marine Systems, distributors of electronic equipment in Ireland, as technical sales manager."

He worked as an electronics officer with Marconi Marine for six years where he attained an Advanced Diploma in Marine Electronics and had extensive practical experience in servicing true motion computerised radar systems."

Whilst working in sales for Imac he will also be involved in active service work."

WORKS manager Trevor Perkins has been appointed to the board of Camphilldown Shipyard Ltd. During the past six years he has been responsible for the production of many of the Scottish and Irish fishing fleets and, most recently, for a new type of stern trawler which is being exported to the Faroes. He joined the company as construction superintendent and was appointed works manager four years ago."

The fish was sold to local merchant, Rosa Whitaker, for £175 after which it was cut up for his customers."

It was not, however, the largest halibut ever landed at the port. Records show that specimens of more than 30 stone have been landed."

There have also, of course, been many large sturgeons which have been caught by local trawlers but none are believed to have made as much as last week's halibut."

Halibut brings record price

## Salmon poachers fined £100 each

THREE fishermen who were caught salmon poaching in the North Sea, off Widdrington on the Northumberland coast, have been fined the maximum penalty of £100 each by magistrates at Morpeth Court."

William Handyside of Amble, Collin Warwick of Alnmouth and Richard Shaw of Laabury, near Alnwick, admitted the joint charge. They were spotted by bailiffs on the Northumbria Water authority patrol vessel Three Rivers."

## CRAB LIMIT

NEW regulations aimed at conserving the stocks of crab, around the Isle of Man, have been issued by the local Board of Agriculture and Fisheries."

If approved by the island's Parliament, Tynwald, the regulations will effectively ban the sale of crabs which are less than 115 mm (about four and a half inches) across the back or carrying spown."

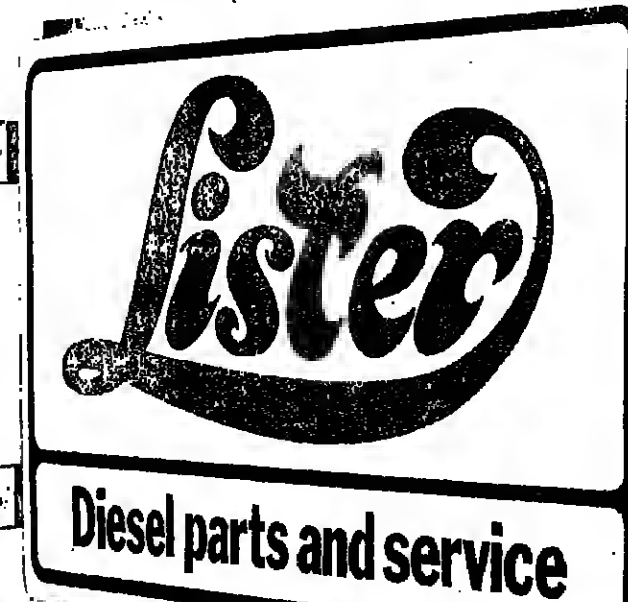
Also banned is any edible crab which "has recently cast its shell unless intended for bait". Fines for contravention can be up to £500."

## Time

George Hawkes, prosecuting for the Authority said the three men had gone out in a coble and were salmon fishing on a Monday at 5 a.m. during the weekly close period."

Handyside told bailiffs: "Our watch must be wrong"...the close time ends at 6 a.m."

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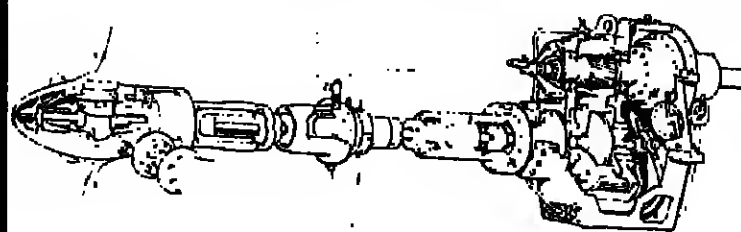


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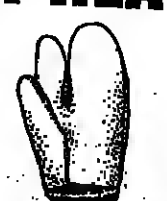
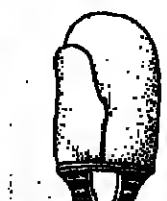
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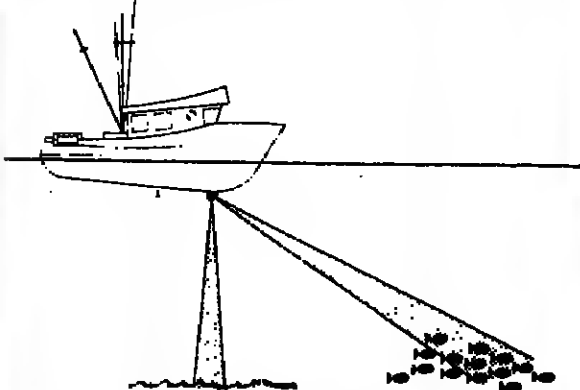


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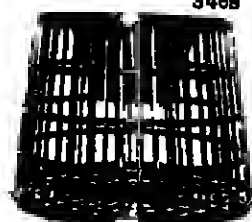
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# MACKEREL TAKEOFF IN LONDON

## —at the freezer festival

A MACKEREL boom hit London last week. Following the cut-back in herring fishing, exhibitors at the Frozen Foods and Freezer Festival suddenly found they had a 'hot property' on their hands.

"Mackerel? It went off like a rocket," said Peter Lackington, Young's Seafoods marketing manager. Young's smoked mackerel products have been on the home market since January 1976.

The Dutch have also taken to mackerel in a big way. Mr. Lackington added he had never known a new product to be received so well on its first outing.

Popular brands in Holland include hot smoked and un-smoked, split and kippered mackerel fillets and whole mackerel.

Trout is also being promoted by Young's. They expect it will become a household fish within range of people's pockets. "At a recent consumers' meeting, housewives were 100 per cent certain that they wanted to eat trout but did not know how to handle it in the kitchen," said Mr. Lackington.

Most of the exhibitors were agreed that it comes down to re-educating British consumers into accepting different sorts of fish.

Sharing this view was another exhibitor, Mr. W. Salter of Brekkes Foods in Hull. He was convinced of the future success of the company's hot smoked and kippered mackerel products.

Brekkes have also been working on hake fillets which, said Mr. Salter, are "11p to 12p cheaper than cod".

Mr. Salter said his firm would not consider marketing blue whiting until processing techniques brought costs down. With present methods blue whiting would cost the same as cod.

"I don't see why the government should give grants to keep the fishing fleets at sea when the answer to the fishing industry's problems is to spend money on re-educating people's taste."

Boil-in-the-bag hot smoked mackerel fillets from D. A. Macrae Ltd. have also "really taken off" according to Macrae's north region sales manager, Alan Ashworth.

"Suppliers want some fish in their cabinet that has continuity of supply."

Mr. Ashworth said that Macrae's are importing herring from Canada but, foreign competition for herring is raising prices so much that British processors would have to fall back on mackerel.

According to the organisers of the Festival, Eagle Exhibition Consultants, it had been a "big buyers show." Over 40 per cent of exhibitors have booked for next year.



Eye Foods — 'The freezer pleasers' — displayed a wide range of fish products go down well on the Young's stand.



OCTOBER 15, 1927

... Recalling some of the stories which appeared in our columns this week 50 years ago.

comes to aid fleets at sea. Cone will be flown point up for a northerly and point down for a southerly.

EEL fry caught in France being exported to Spain to make glue.

BRITISH and Irish Free State authorities negotiating at sea trawler fishing rights following the arrest of the Swansea boat *Oystermouth Castle*. Her owners, Conaolidated Fisheries, allege the ship is being held illegally.

BUCKIE boat Rely, powered by a 48 hp semi-diesel, is first of new class which may replace UK's 2,000 ageing steam trawlers. She cost half as much to build and far less to run.

## Bea boat in GRP

BEACH fishing at the Norfolk port of Cromer are delighted with the performance of the prototype *Paternoster* which was delivered last week.

The 22-foot GRP boat is a heavily-built craft of herring type, built at the port. She is being named their favourite boat and, eventually, *Jaka* lifeboat.

Just over a year ago Skipper Davies of Straiton Long Beach, Norfolk, and a beech boat in GRP.

In 1972 the first GRP craft was built. She was a footer. She was built as a pleasure sailing boat, but as a fisherman's boat, she was built to last.

Eight of these boats have been built, most of them with 10hp diesel engines.

In 1973 the first GRP crab boat was built. It was a mould, taken from the hull of what her builders decided was the 'best shaped' boat at Cromer.

It was decided to build a mould for the hull of a boat which was heavily loaded over.

A dry locker is positioned forward — a very necessary feature on an open boat. The workpiece of GRP is fixed at the hull in way of the

pot hauler, which is PNP Duerr's Model HW3 which has an 800 lb. pull. The hauler is mounted on the port side, aft.

Her Thornycroft Type 108 44hp engine, which drives through a PRM 2:1 reduction gearbox, is mounted in an enginebox so that seawater is not slopping about beneath the engine as on many wooden boats. A ten-gallon stainless steel fuel tank is fitted under the forward thwart.

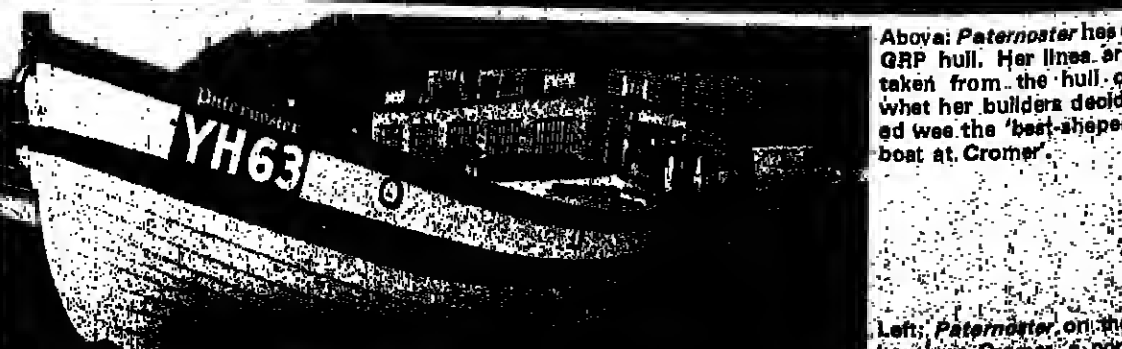
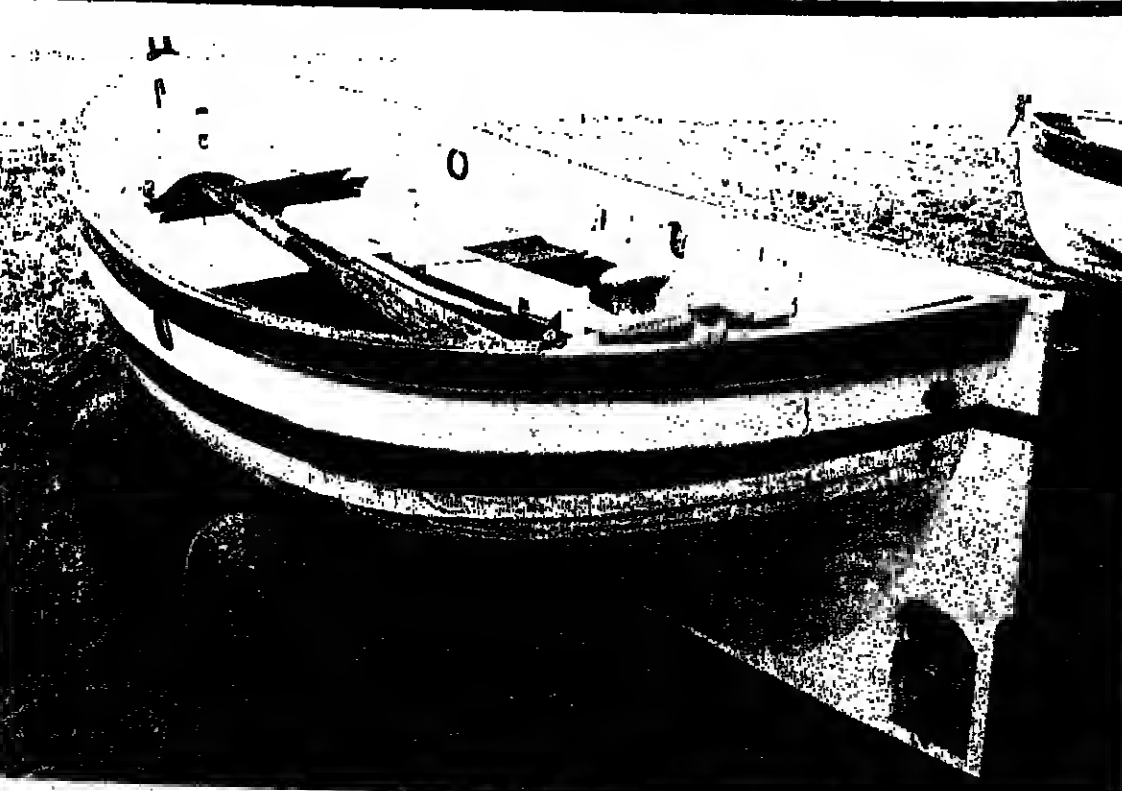
An electric bilge pump keeps the enginebox dry, while there are also power and hand bilge pumps aboard.

*Paternoster* has been built to White Fish Authority specifications which have generally been exceeded to make her extra strong.

The boat has turned out to be about the same weight as similar wooden craft and, after operating her for three weeks, her skipper-owner is reported to be very pleased with her handling.

*Paternoster* has gone back to her builders for minor modifications and a propeller swap.

Prices for further boats in this series have not yet been fixed as *Paternoster* was custom-built for her skipper. The builders will also be waiting to see how well she operates before deciding on possible design changes.



Above: *Paternoster* has a GRP hull. Her lines are taken from the hull of what her builders decided was the 'best shaped' boat at Cromer.

Left: *Paternoster* on the beach at Cromer. She is a prototype for a new class of GRP fishing boats.

## BIRDS EYE FOODS



When you're engaged in fishery research, the last thing you want to worry about are your diesels. Aware of this, G. L. Watson, designers of MFV 'Squilla', were very concerned over the choice of power for propulsion. They wanted a diesel with low-revving and long-life characteristics, compact dimensions, low specific fuel consumption, and — of prime importance — extreme reliability.

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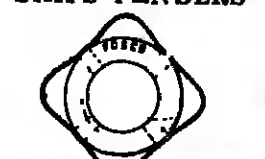
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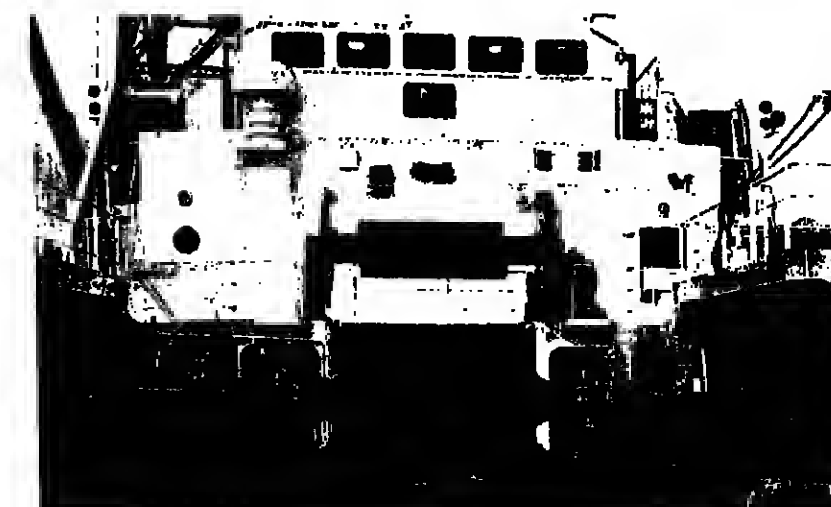
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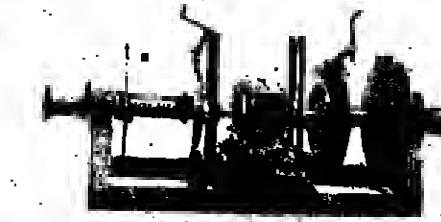
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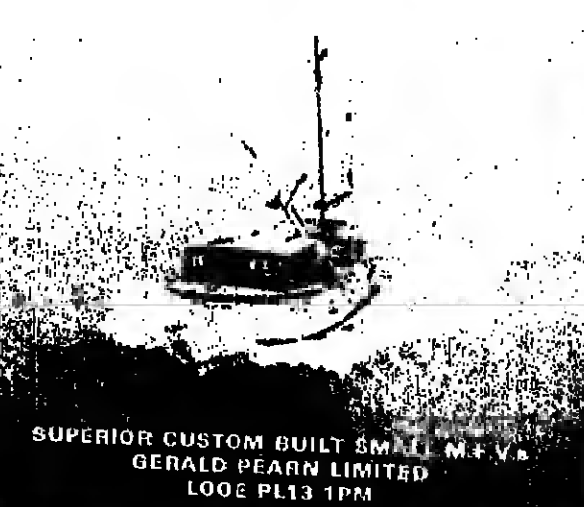
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Hydraulic or belt drive. Standard drum capacity 120 fathoms of 1½ in. wire. Larger capacity drums made to order.  
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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£38,130: Ross Renown, BUT (Sk. D. Scott), 1,016k, NC, 25 days.  
£36,637: Boston Comanche, Boston (Sk. A. Hollington), 1,046k, NC, 24 days.  
£36,162: Ross Kipling, BUT (Sk. W. Ferrand), 1,086k, NC, 25 days.  
£32,426: Lord Jellicoe, BUT (Sk. M. Neve), 904k, NC, 24 days.  
£32,228: Gillingham, Consol (Sk. J. L. Load), 883k, NC, 24 days.  
£32,053: Prince Philip, Boston (Sk. R. Harries), 881k, NC, 28 days.

### Middle water

£22,208: Ross Panther, BUT (Sk. W. Stokes), 763k, W, 14 days.  
£16,837: Ross Civet, BUT (Sk. A. Redpath), 695k, W, 15 days.  
£15,078: Ross Jaguar, BUT (Sk. D. Speck), 624k, W, 15 days.  
£14,297: Ross Cheetah, BUT (Sk. T. Ross), 639k, W, 14 days.

### North Sea

£2,229: Lepanto, Lindsey (Sk. R. Woodhouse), 55k, NS, 8 days.

### Sailors

£10,216: Linda Lise, Richardson (Sk. C. Olsen), 246k, NS, 13 days.  
£8,667: Beverley, Allard Hawson (Sk. J. Stringer), 235k, NS, 13 days.  
£8,276: Macandri, Sleight (Sk. L. Hojberg), 318k, NS, 12 days.  
£5,812: Foursome, Sleight (Sk. G. Cooper), 213k, NS, 10 days.  
£5,604: Karen, Richardson (Sk. E. Sveinsson), 223k, NS, 16 days.  
£5,210: Binks, Sleight (Sk. H. Clausen), 174k, NS, 14 days.

### Pair teams

£22,712: Margrethe Bojen (Sk. Jens Bojen), 670k, and £19,997: Frances Bojen (Sk. J. Richardson), 493k, both John R., NS, 13 days.  
£11,240: Laurids Skomager (Sk. J. Jorgen Bojen), 282k, and £10,877: Anna Michelle (Sk. P. Harris), 273k, both John R., NS, 16 days.

£5,999: Burton Agnes (Sk. D. Brown), 356k, and £5,999: Burton Pidsa (Sk. K. Yates), 149k, both Danbrit, NS, 16 days.

### HULL

£41,942: Ross Altair, BUT (Sk. M. Redfern), 1,083k, WS, 24 days.  
£40,426: Arctic Rebel, Boyd (Sk. J. Boyle), 1,076k, WS, 26 days.

### Sailors

£5,745: Christiansborg, Boston (Sk. E. Dam), 221k, NS, 12 days.

### FLEETWOOD

Distant water  
£28,722: Boston Stirling, Boston (Sk. W. Bridge), 832k, 26 days.  
£23,050: Robert Hewett, Hewett (Sk. W. Harrison), 762k, 26 days.

### Home water

£13,406: Boston Explorer, Boston (Sk. W. Anderson), 430k, 15 days.  
£10,402: Wyre Conqueror, Wyre (Sk. W. Spasarpont), 383k, 15 days.  
£10,004: Wyre Revenge, Wyre (Sk. H. Pook), 378k, 15 days.  
£9,563: London Town, Hewett (Sk. J. Pickens), 343k, 15 days.  
£8,207: Boston Whirlwind, Boston (Sk. J. Kirby), 349k, 15 days.  
£5,564: Resound, Wsrd (Sk. C. Pook), 260k, 16 days.

### Pair teams

£24,082: Jacinta (Sk. F. Wilson), 608k, and £12,982: Fydeia (Sk. V. Buachini), 340k, both Marr, 17 days.

### ABERDEEN

£27,148: Clarkwood, Wood (Sk. S. Thomson), 897k, F, 17 days.  
£16,691: Ross Mallard, BUT (Sk. J. Barclay), 501k, S, 11 days.  
£15,118: Grampian Glen, North Star, 475k, S, 10 days.

£14,708: Janwood, Wood (Sk. J. Smith), 448k, F, 15 days.  
£14,165: Ben Heilman, Irvin (Sk. C. Grimmer), 427k, F, 16 days.  
£13,678: Ross Cormorant, BUT (Sk. S. Hall), 432k, S, 13 days.

### LOWESTOFT

£18,722: St. Patrick, East Coast (Sk. D. Bedford), 508k, NS, 13 days.  
£13,120: St. Rose, East Coast (Sk. S. Jones), 415k, NS, 12 days.  
£12,764: Suffolk Monarch, Hobson (Sk. D. Smith), 425k, NS, 11 days.  
£12,238: Suffolk Chieftain, Hobson (Sk. E. Brighty), 353k, NS, 10 days.  
£10,802: Suffolk Venture, Hobson (Sk. H. Baxter), 398k, NS, 12 days.  
£9,604: St. Vincent, East Coast (Sk. J. Peck), 335k, NS, 12 days.

### NORTH SHIELDS

£14,648: Ben Medie, Irvin (Sk. T. F. Jamieson), 28,670kg, NS, 11 days.  
£10,981: Ben Glas, Irvin (Sk. S. Shearer), 22,793kg, NS, 13 days.  
£8,079: Ben Strome, Irvin (Sk. E. Longhorn), 19,166kg, NS, 12 days.  
£5,602: Starella, Irvin (Sk. T. Johnson), 11,750kg, NS, 3 days.  
£5,241: Christine Nielsen, Irvin (Sk. C. Ellis), 12,995kg, NS, 4 days.  
£4,961: Lindisfarne, Irvin (Sk. J. Bailey), 12,045kg, NS, 4 days.

### MILFORD HAVEN

£8,089: Rosevear, Norrard (Sk. J. Manson), 154k, 13 days.  
£6,322: Brenda Wilson, Jones (Sk. R. Evans), 167k, 13 days.  
£6,312: Bryher, Norrard (Sk. A. James), 154k, 13 days.  
£1,114: Westerdale, Linke (Sk. B. Linke), 21k, 8 days.

### GRANTON

£10,289: Arctic Attacker, Liston (Sk. I. Smith), 427k, NS, 13 days.  
£9,368: Arctic Explorer, Liston (Sk. J. Banyard), 410k, NS, 13 days.

KEY: B1 Bear Island; BS Barents Sea; DW distant water; F Feroe Islands; G Greenland; HW Home water; I Iceland; NS Irish Sea; NC Norway Coast; NF Newfoundland; NB North Sea; O Orkney; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea; Sk Skipper; k kilo; c cwt; kg kilo.

£18/c36; whiting, £12/c29; gurnaid, £8/c18; turbot, £80; Dover sole, £11/c18; brill, £40/c250; per 10 st. kit.

### MILFORD HAVEN

305 kits from two boats. Prices: large cod, £33; medium cod, £25; small cod, £17; large plaice, £47; medium plaice, £20; small plaice, £16; large haddock, £17; medium haddock, £11; small haddock, £8; large mackerel, £13; medium mackerel, £8; small mackerel, £5; large ling, £18; medium ling, £11; small ling, £7; large sole, £15; medium sole, £9; small sole, £6; large turbot, £18; medium turbot, £11; small turbot, £7; large codling, £11; medium codling, £6; small codling, £4; large haddock, £11; medium haddock, £6; small haddock, £4; large mackerel, £11; medium mackerel, £6; small mackerel, £4; large ling, £11; medium ling, £6; small ling, £4; large sole, £11; medium sole, £6; small sole, £4; large turbot, £11; medium turbot, £6; small turbot, £4.

### ABERDEEN

238 tonnes from 14 boats. Prices: mackerel, £4/5; large cod, £28/5; medium cod, £22/5; small cod, £16/5; large plaice, £18/5; medium plaice, £12/5; small plaice, £8/5; large haddock, £12/5; medium haddock, £8/5; small haddock, £5/5; large mackerel, £12/5; medium mackerel, £8/5; small mackerel, £5/5; large ling, £18/5; medium ling, £12/5; small ling, £8/5; large sole, £15/5; medium sole, £9/5; small sole, £6/5; large turbot, £18/5; medium turbot, £11/5; small turbot, £7/5; large codling, £11/5; medium codling, £6/5; small codling, £4/5; large haddock, £11/5; medium haddock, £6/5; small haddock, £4/5; large mackerel, £11/5; medium mackerel, £6/5; small mackerel, £4/5; large ling, £11/5; medium ling, £6/5; small ling, £4/5; large sole, £11/5; medium sole, £6/5; small sole, £4/5; large turbot, £11/5; medium turbot, £6/5; small turbot, £4/5.

### LOWESTOFT

388 kits from three boats. Prices: cod, £45/5; large plaice, £32/5; medium plaice, £24/5; small plaice, £16/5; large haddock, £24/5; medium haddock, £16/5; small haddock, £10/5; large mackerel, £12/5; medium mackerel, £8/5; small mackerel, £5/5; large ling, £18/5; medium ling, £12/5; small ling, £8/5; large sole, £15/5; medium sole, £9/5; small sole, £6/5; large turbot, £18/5; medium turbot, £11/5; small turbot, £7/5; large codling, £11/5; medium codling, £6/5; small codling, £4/5; large haddock, £11/5; medium haddock, £6/5; small haddock, £4/5; large mackerel, £11/5; medium mackerel, £6/5; small mackerel, £4/5; large ling, £11/5; medium ling, £6/5; small ling, £4/5; large sole, £11/5; medium sole, £6/5; small sole, £4/5; large turbot, £11/5; medium turbot, £6/5; small turbot, £4/5.

### BRUXHAM

Prices: codling, £4/5; large plaice, £5/5; medium plaice, £3/5; small plaice, £2/5; large haddock, £5/5; medium haddock, £3/5; small haddock, £2/5; large mackerel, £5/5; medium mackerel, £3/5; small mackerel, £2/5; large ling, £5/5; medium ling, £3/5; small ling, £2/5; large sole, £5/5; medium sole, £3/5; small sole, £2/5; large turbot, £5/5; medium turbot, £3/5; small turbot, £2/5; large codling, £5/5; medium codling, £3/5; small codling, £2/5; large haddock, £5/5; medium haddock, £3/5; small haddock, £2/5; large mackerel, £5/5; medium mackerel, £3/5; small mackerel, £2/5; large ling, £5/5; medium ling, £3/5; small ling, £2/5; large sole, £5/5; medium sole, £3/5; small sole, £2/5; large turbot, £5/5; medium turbot, £3/5; small turbot, £2/5.

£18.50; large whiting, £2.80; small, £1.00; Dover sole, £2.00; ling, £1.50; plaice, £1.50; brill, £1.50; ray wings, £1.50; squid, £1.50; monkfish, £2.00; large mackerel, £1.50; medium, 70p; small, 50p; bass, £16.00; per stone.

46 boxes from three boats. Prices: cod, £2.30/c4.10; small haddock, £2; whiting, £1.50; monkfish, £5.00; turbot sole, £2.20; whiting, £2.00; large prawn, 12k; small, £7; per stone.

### PETERHEAD

4,817 boxes from 48 boats. Prices: cod/codling, £1.80/£4.50; whiting gutted, £2.30/£2.50; small, £1.30/£1.50; conch, £2.30/£2.50; monkfish, £4.40/£4.70; dogfish, £1.10/£1.30; whiting, £2.50/£3.30; ling, £2.70/£2.80; lemon sole, £4.70/£5; plaice, £2.80/£4.80; per stone; haddock, £1.50/£3.20; per box.

### FRASERBURGH

704 boxes from 28 boats. Prices: selected lemon sole, £7.50/£8; selected plaice, £3.50/£4.50; per stone; extra large haddock, £27; large, £21; small, £15/£16; selected, £18/£20; small, £17/£20; selected, £30; cod sprags, £32/£30; whiting, £12/£14; round whiting, £12/£14; small, £10/£10; dogfish, £9.50; monkfish, £38/£38; per box.

### ARBROATH

18 boats. Prices: medium haddock, £18/£20; selected, £17/£19; small, £16/£18; large codling, £27/£34; medium, £28/£34; small, £14/£18; large whiting, £12/£14; small, £10/£10; per box; lemon sole, £4.50/£5; dabs, £1.50/£2; per stone.

### WICK

460 boxes from 13 boats. Prices: cod/codling, £1.30/£1.10; skate, £10.49/£10; haddock, £13.40/£25; whiting, £8.50/£12.20; dabs, £9.70/£10.80; per box; plaice, £3.70/£4.95; lemon sole, £4/£4; per stone.

## BILLINGSGATE

ON TUESDAY 211 tons were delivered. Average selling prices on merchants' stalls: sole, tongue, 50p/70p; alpa, 70p/90p; prawn, 50p/170; large, £1.60/£1.70; cod, 80p/£1; foreign smoked salmon, £1; per lb; large turbot, £21.30/£22.40; medium, £20.40/£21.50; small, £17.80/£18.10; large brill, £7.70/£9.10; medium, £5.80/£7; small, £2.80/£3.30; English plaice, 1lb/2lb, £4/£4.50; large, 2lb/3lb, 1lb/2lb, £3/£3.50; medium, 1lb/2lb, £2/£2.50; small, 1lb/2lb, £1/£1.50; selected lemon sole, £1.50/£1.80; large whiting, £1.50/£1.80; small, £1.20/£1.50; haddock, £8.80/£11.50; gibbers, £5.70/£5.80; jumbos, £8.10/£8.20; selected whiting, £2.80/£3.50; small, £1.40/£2.40; small English dogfish, £3.50/£5; large, £5/£6; mackerel, £2/£2.50; sprats, £1.40/£2.50; fresh herrings, £4.50/£5.20; London.

### SELECTED FISH

SELECTED lobsters, £2.50/£3; small, £2.30; crabs, 3lb, 25p/30p; 4lb, 30p/40p; under 3lb, 25p/30p; 3lb/4lb, 30p/40p; large, 40p/50p; 5lb/6lb, 40p/50p; 6lb/7lb, 40p/50p; 7lb/8lb, 40p/50p; 8lb/9lb, 40p/50p; 9lb/10lb, 40p/50p; 10lb/11lb, 40p/50p; 11lb/12lb, 40p/50p; 12lb/13lb, 40p/50p; 13lb/14lb, 40p/50p; 14lb/15lb, 40p/50p; 15lb/16lb, 40p/50p; 16lb/17lb, 40p/50p; 17lb/18lb, 40p/50p; 18lb/19lb, 40p/50p; 19lb/20lb, 40p/50p; 20lb/21lb, 40p/50p; 21lb/22lb, 40p/50p; 22lb/23lb, 40p/50p; 23lb/24lb, 40p/50p; 24lb/25lb, 40p/50p; 25lb/26lb, 40p/50p; 26lb/27lb, 40p/50p; 27lb/28lb, 40p/50p; 28lb/29lb, 40p/50p; 29lb/30lb, 40p/50p; 30lb/31lb, 40p/50p; 31lb/32lb, 40p/50p; 32lb/33lb, 40p/50p; 33lb/34lb, 40p/50p; 34lb/35lb, 40p/50p; 35lb/36lb, 40p/50p; 36lb/37lb, 40p/50p; 37lb/38lb, 40p/50p; 38lb/39lb, 40p/50p; 39lb/40lb, 40p/50p; 40lb/41lb, 40p/50p; 41lb/42lb, 40p/50p; 42lb/43lb, 40p/50p; 43lb/44lb, 40p/50p; 44lb/45lb, 40p/50p; 45lb/46lb, 40p/50p; 46lb/47lb, 40p/50p; 47lb/48lb, 40p/50p; 48lb/49lb, 40p/50p; 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145lb/146lb, 40p/50p; 146lb/147lb, 40p/50p; 147lb/148lb, 40p/50p; 148lb/149lb, 40p/50p; 149lb/150lb, 40p/50p; 150lb/151lb, 40p/50p; 151lb/152lb, 40p/50p; 152lb/153lb, 40p/50p; 153lb/154lb, 40p/50p; 154lb/155lb, 40p/50p; 155lb/156lb, 40p/50p; 156lb/157lb, 40p/50p; 157lb/158lb, 40p/50p; 158lb/159lb, 40p/50p; 159lb/160lb, 40p/50p; 160lb/161lb, 40p/50p; 161lb/162lb, 40p/50p; 162lb/163lb, 40p/50p; 163lb/164lb, 40p/50p; 164lb/165lb, 40p/50p; 165lb/166lb, 40p/50p; 166lb/167lb, 40p/50p; 167lb/168lb, 40p/50p; 168lb/169lb, 40p/50p; 169lb/170lb, 40p/50p; 170lb/171lb, 40p/50p; 171lb/172lb, 40p/50p; 172lb/173lb, 40p/50p; 173lb/174lb, 40p/50p; 174lb/175lb, 40p/50p; 175lb/176lb, 40p/50p; 176lb/177lb, 40p/50p; 177lb/178lb, 40p/50p; 178lb/179lb, 40p/50p; 179lb/180lb, 40p/50p; 180lb/181lb, 40p/50p; 181lb/182lb, 40p/50p; 182lb/183lb, 40p/50p; 183lb/184lb, 40p/50p; 184lb/185lb, 40p/50p; 185lb/186lb, 40p/50p; 186lb/187lb, 40p/50p; 187lb/188lb, 40p/50p; 188lb/189lb, 40p/50p; 189lb/190lb, 40p/50p; 190lb/191lb, 40p/50p; 191lb/192lb, 40p/50p; 192lb/193lb, 40p/50p; 193lb/194lb, 40p/50p; 194lb/195lb, 40p/50p; 195lb/196lb, 40p/50p; 196lb/197lb, 40p/50p; 197lb/198lb, 40p/50p; 198lb/199lb, 40p/50p; 199lb/200lb, 40p/50p; 200lb/201lb, 40p/50p; 201lb/202lb, 40p/50p; 202lb/203lb, 40p/50p; 203lb/204lb, 40p/50p; 204lb/205lb, 40p/50p; 205lb/206lb, 40p/50p; 206lb/207lb, 40p/50p; 207lb/208lb, 40p/50p; 208lb/209lb, 40p/50p; 209lb/210lb, 40p/50p; 210lb/211lb, 40p/50p; 211lb/212lb, 40p/50p; 212lb/213lb, 40p/50p; 213lb/214lb, 40p/50p; 214lb/215lb, 40p/50p; 215lb/216lb, 40p/50p; 216lb/217lb, 40p/50p; 217lb/218lb, 40p/50p; 218lb/219lb, 40p/50p; 219lb/220lb, 40p/50p; 220lb/221lb, 40p/50p; 221lb/222lb, 40p/50p; 222lb/223lb, 40p/50p; 223lb/224lb, 40p/50p; 224lb/225lb, 40p/50p; 225lb/226lb, 40p/50p; 226lb/227lb, 40p/50p; 227lb/228lb, 40p/50p; 228lb/229lb, 40p/50p; 229lb/230lb, 40p/50p; 230lb/231lb, 40p/50p; 231lb/232lb, 40p/50p; 232lb/233lb, 40p/50p; 233lb/234lb, 40p/50p; 234lb/235lb, 40p/50p; 235lb/236lb, 40p/50p; 236lb/237lb, 40p/50p; 237lb/238lb, 40p/50p; 238lb/239lb, 40p/50p; 239lb/240lb, 40p/50p; 240lb/241lb, 40p/50p; 241lb/242lb, 40p/50p; 242lb/243lb, 40p/50p; 243lb/244lb, 40p/50p; 244lb/245lb, 40p/50p; 245lb/246lb, 40p/50p; 246lb/247lb, 40p/50p; 247lb/248lb, 40p/50p; 248lb/249lb, 40p/50p; 249lb/250lb, 40p/50p; 250lb/251lb, 40p/50p; 251lb/252lb, 40p/50p; 252lb/253lb, 40p/50p; 253lb/254lb, 40p/50p; 254lb/255lb, 40p/50p; 255lb/256lb, 40p/50p; 256lb/257lb, 40p/50p; 257lb/258lb, 40p/50p; 258lb/259lb, 40p/50p; 259lb/260lb, 40p/50p; 260lb/261lb, 40p/50p; 261lb/262lb, 40p/50p; 262lb/263lb, 40p/50p; 263lb/264lb, 40p/50p; 264lb/265lb, 40p/50p; 265lb/266lb, 40p/50p; 266lb/267lb, 40p/50p; 267lb/268lb, 40p/50p; 268lb/269lb, 40p



